



Freight Planning Fact Sheet

Port of Humboldt Bay

Port Address

Humboldt Bay Harbor, Recreation and Conservation District
P. O. Box 1030, 601 Startare Drive, Eureka, CA 95502-1030
<http://www.humboltdbay.org/portofhumboltdbay/>

Port Contact

Jack Crider, Chief Executive Officer
jcrider@portofhumboltdbay.org; (707) 443-0801

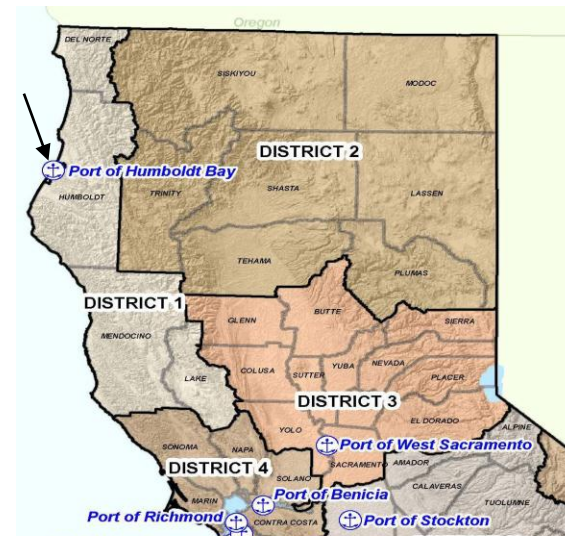
Caltrans Contacts

District 1: Leishara Ward, (707) 441-4963, leishara_ward@dot.ca.gov
HQ: Ted Knapp, (916) 653-6885; theodore_knapp@dot.ca.gov

The Port of Humboldt Bay (Port), located in Humboldt County (County), is California's northernmost deep-water shipping port and the only port between San Francisco (258 miles south) and Coos Bay, Oregon (180 miles north).

The Port is managed by the Humboldt Bay Harbor, Recreation and Conservation District (District), a county-wide public local agency that focuses on three areas: the Harbor, recreation, and conservation. The District has the difficult task of balancing port activities with conservation, commercial fishing, and environmental protection requirements. Port revenue sources include Humboldt County property taxes, permits, fees, dredging surcharges, rents, and Tideland leases.

Forest products continue to dominate this Port, but a recent drop in trade (by more than 50%) has had a substantial impact on the Port. Humboldt Bay imports more than 90% of the gasoline and diesel used in the County and has the ability to accommodate Panama Canal-class (Panamax) vessels.



PORT INFRASTRUCTURE

Harbor Entrance	48 ft.
Shipping Channel	38 ft.
Deepwater Berths	9

PORT TRADE CHARACTERISTICS

Trade Partners	Imports	Exports
Canada	Logs	Logs
China	Petroleum	Wood chips
Pacific Rim	Wood Chips	

KEY PLANNING & PARTNER AGENCIES

- Bureau of Land Management
- California Department of Fish and Game
- Cities of Eureka and Arcata
- County of Humboldt
- Humboldt County Association of Governments

- Humboldt Maritime Logistics
- North Coast Railroad Authority
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Humboldt Bay National Wildlife Refuge
- U.S. Maritime Administration
- West Coast Corridor Coalition

MAJOR PORT PROJECTS / STUDIES

- Blue Coast Intermodal / West Coast Hub-Feeder Initiative – conduct a short-sea shipping market analysis on the M-5 Marine Highway Corridor along the coasts of Washington, Oregon, and California, including Humboldt Bay. (\$275,000 MARAD Grant)
- Port Access Enhancement Project – highway and freight rail access (\$258,000 TEA-21 Grant)

Freight Planning Fact Sheet

- Redwood Marine Terminal Feasibility Study, February 18, 2008

PLANNING DOCUMENTS

- Capital Improvement Plan (2011-2021)
- Humboldt Bay Management Plan (May 2007)
- Humboldt County Regional Transportation Plan (2008)
- Port of Humboldt Bay Revitalization Plan (2003)
- Long Term Financial Feasibility of the Northwestern Pacific Railroad Report (2002)
- Strategic Plan (2012-2016)

MAJOR PORT ISSUES

- Small local market size - Humboldt County's small population and economic base generates little inbound freight for consumption
- Remote area with rugged terrain
- Road access limited and no rail system
- Economic impacts of non-indigenous species
- Shoaling - navigation hazards due to sediment deposition from the Eel River
- Cargo handling facilities in disrepair
- Shortage of experienced longshoremen
- Draft limits makes it a second port-of-call and limits the size of ships

CALTRANS FOCUS AREAS

- Freight congestion on US 101
- Truck traffic deteriorating roads
- Heavy forest products industry trucks cause noise and vibrations along US 101 in Eureka, which functions as the city's main street

SURFACE TRANSPORTATION NETWORK

Access Routes

- US 101, SR 299, and SR 255
- Washington Street in Eureka (Route of intermodal significance)

INTERMODAL CONNECTIONS

Trucking Issues

Surface Transportation Assistance Act (STAA) truck length restrictions limit port access. Sections of US 101 and SR 299, including Richardson Grove and Buckhorn Summit, limit the length of trucks able to enter and leave Humboldt County.

Trucking Projects

Caltrans realignment projects to accommodate STAA trucks include:

- Caltrans Richardson Grove Project on US 101
- Buckhorn Summit Project on CA 299 (Caltrans District 2 project affecting District 1)
- Realignment improvements to US 199 / SR 197

Rail

North Coast Railroad Authority (NCRA) (Class I) owns the Northwestern Pacific (NWP) Railroad line, which historically served the Port, but has been out of service for more than 15+ years.

Rail Issues

Restoration of NCRA freight rail north of Willits is problematic due to environmental constraints within the Eel River Canyon in Mendocino County, steep slopes and unstable geology. Since 1996, the line has been washed out at several points in the Eel River Canyon.

REFERENCES AND SOURCES

- California Marine and Intermodal Transportation System Advisory Council (CALMITSAC): <http://threesquaresinternationalinc.com/calmitsac/>
- Caltrans Office of Truck Services: <http://www.dot.ca.gov/hq/traffops/trucks/>
- Growth of California Ports Opportunities and Challenges, Report to Legislature, April 2007: http://hydra.usc.edu/scehsc/web/Resources/Reports%20and%20Publications/CALMITSAC%20Report_California%20Ports_4-2007.pdf
- Humboldt County Association of Governments: <http://www.hcaog.net/>
- Humboldt Maritime Logistics: humboldtlogistics.com/
- North Coast Railroad Authority: <http://www.northcoastrailroad.org/index.html>
- U.S. Department of Maritime Administration (MARAD): <http://www.marad.dot.gov/>